

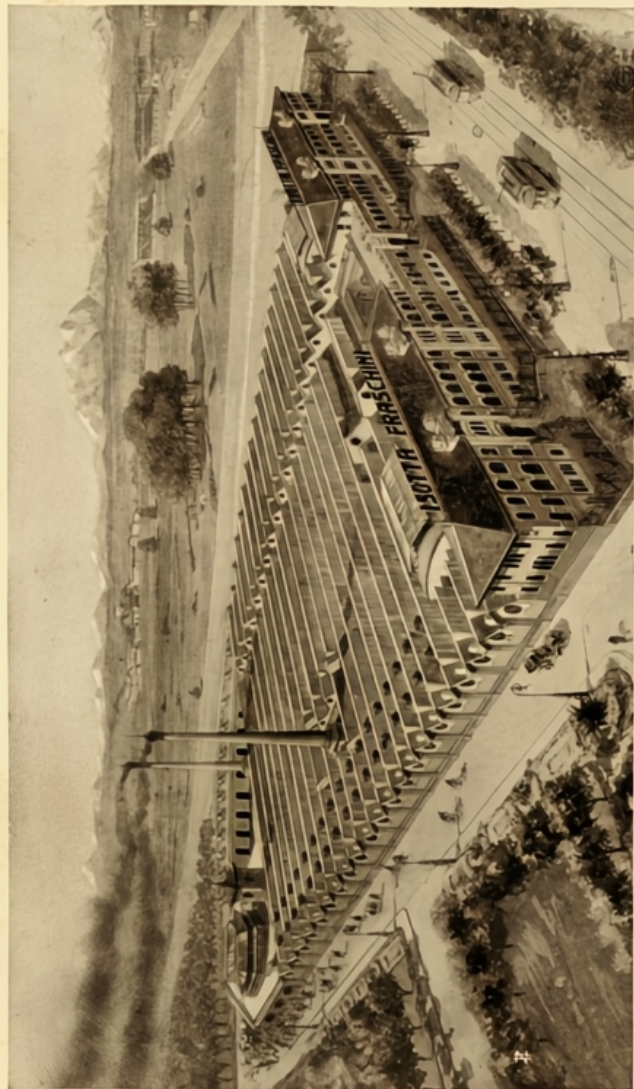


ISOTTA FRASCHINI
MOTORS CO
NEW YORK



“FOR THE DISCRIMINATING”





ISOTTA FRASCHINI

MANUFACTURED BY
FABRICA AUTOMOBILI
ISOTTA FRASCHINI
MILANO ~ ITALY



ISOTTA FRASCHINI MOTORS CO
FIFTH AVENUE AND 57TH STREET
NEW YORK



General Characteristics

SIMPLE AND ADVANCED DESIGN
Perfect from both technical and practical standpoints

EXPERT CHOICE OF MATERIALS
With the aim to obtain quality irrespective of cost

ACCURACY
and extreme care in all processes of manufacture

THE ISOTTA FRASCHINI chassis bear testimony to the untiring efforts of the Milan Company to produce the ideal motor car by strict application of the foregoing maxims.

The ISOTTA has become too well known through its many admirers and its unprecedented successes in racing to require elaborate introduction. We offer the new models in the firm belief that they are superior in many ways to any other chassis, and we invite inspection, not only by possible purchasers but by all interested in automobile construction.

The *Extreme Simplicity* and *Accessibility* of the ISOTTA chassis are evident even upon the most cursory examination.

All moving parts, such as valve tappets, etc., are enclosed by aluminum covers, ensuring continued quiet operation by retaining the lubricant and preventing the moving surfaces from coming in contact with grit.

The patented leather disc universal joint, with which the shaft driven chassis are equipped, is worthy of special notice. This feature is illustrated and described on a following page.



General Characteristics

THE motors are of the long-stroke type, which combined with perfect balance and an efficient double jet carburetor (Zenith license), produce wonderful flexibility. The cylinders of the 18-25, 25-35, 45-55 and 70-80 H. P. motors are cast "en bloc"; the 35-45 and 100-120 H.P. types have the cylinders cast in pairs.

The oiling system is of the circulatory type, absolutely automatic in operation. A gauge on the dash indicates the rate of circulation which is maintained by a positively driven gear pump. There are suitable cocks on the crank case, so that the used oil may be easily drained off and the supply renewed.

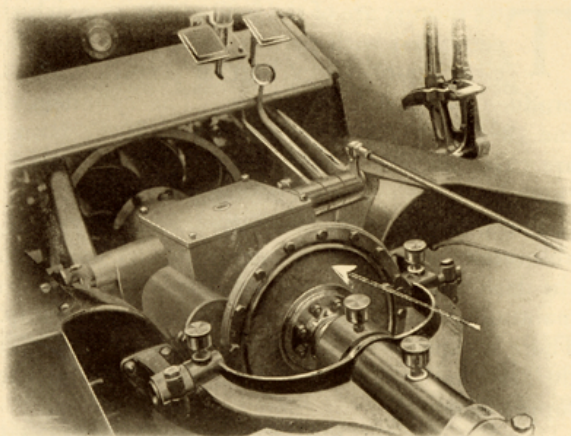
All transmissions are of the selective type and have four forward speeds and one reverse. In all cases the drive on fourth-speed is direct. The gear boxes used in the 70-80 H.P. and 100-120 H.P. models are of a special design, which allows *semi-direct* drive on first, second and third speeds, as well as direct on fourth. This construction is more durable than the ordinary type and results in *greater efficiency* and *silence* in operation on intermediate speeds.

The chain-drive models are equipped with metal chain covers, which are constructed so as to form an integral part with the distance rods. These guards have no hinges or moving joints to become loose or noisy, and are so simple that they may be entirely removed in two minutes.

The gasoline tank is at rear of chassis, and the fuel is raised to the carburetor by air pressure, maintained by a small automatic piston pump.



Leather Disc Universal Joint

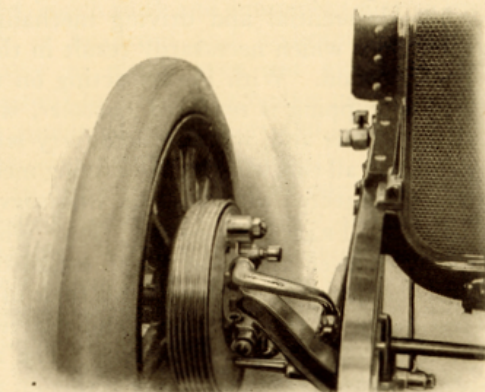


CONSTANT TORQUE
NO BACK-LASH

THIS universal joint is a revolutionary improvement of proven merit in shaft-drive construction. The power is transmitted through the leather disc, which has a cushioning effect and obviates the objectionable harshness and rigidity of the usual shaft drive. *It requires no lubrication or attention on the part of the chauffeur*, and cannot even under severe and continued usage develop the noisy back-lash so aggravating in the prevalent types of universal joint construction. This leather drive also insures a positively even torque, no matter what the angle of the propeller shaft.



Patented Front Wheel Brakes



THE KEYSTONE
OF SAFETY

THE ISOTTA FRASCHINI braking system on all four wheels adds an element of safety to motoring which cannot be over-estimated. The Patented Front Wheel Brakes are operated by the emergency lever and may be used in conjunction with the rear wheel brakes, or independently, if desired.

In addition to the standard front and rear wheel brakes, the 100-120 H.P. chassis is equipped with two water-cooled brakes on the jack shaft.

It is well known that brakes acting on the transmission are not only unreliable in that they become *inoperative* in case of the breakage of any



Front Wheel Brakes — *Continued*

part of the driving mechanism, but they also subject the differential and driving mechanism to severe strains which necessarily result in their rapid deterioration. With brakes acting on the front wheels stopping is rendered *smoother, more progressive, positive* and, when desired, *very much more rapid*; and all this without the driving mechanism being subjected to any strain whatsoever.

The ISOTTA FRASCHINI patent front wheel brakes were evolved after costly and exhaustive trials, and the unqualified praise of all their users bears testimony to the soundness and practicability of this design and construction. The advantages of these brakes over those acting on the transmission may be summed up as follows:

1. More stability of the chassis at any speed, whether the brakes are applied simultaneously on both front and rear wheels, or whether the front brakes are applied alone.
2. Skidding reduced to a minimum.
3. Doubled braking power, which makes stopping quicker and safer, without the noise and violence so commonly caused by transmission brakes.
4. Less wear and tear on tires.
5. Decreased wear on differential and driving mechanism.
6. Greater security and speed on long, steep descents. The brakes on the front and rear wheels may be used alternately, thus avoiding the danger of overheating common to transmission brakes. Such overheating seriously affects the efficiency of the brakes, and owing to the proximity of oil and grease, there is the danger of fire.



Individuality of Coach Work

FULLY appreciating the important part that coach work and equipment play in producing a beautiful and luxurious motor car, we strive to please even our most discriminating patrons by producing bodies not only unexcelled in appointment, comfort and luxury, but possessing, also, artistic individuality.

In order to better serve our customers in this respect we keep constantly in touch with the leading Continental coach builders, and our expert designer is at our client's disposal, to submit special drawings embodying their ideas, combined with the lines dictated by modern practice.

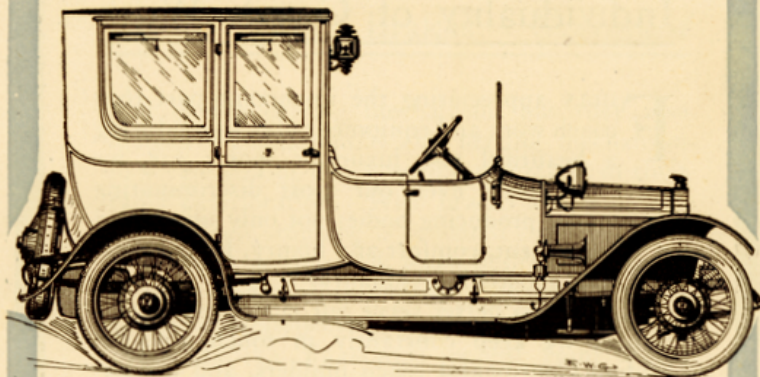
Our coach work is executed only by the best builders, and we take particular pains to insure the perfect finish of every detail. When our patrons desire special bodies made to order, we co-operate in every possible way with the coach builder selected, in order that they may not be troubled with the tedious details which are sure to require attention.

Upon request we will gladly submit quotations on coach work and equipment.

Where delivery of a completed car is desired in Europe, we are prepared to furnish ISOTTA FRASCHINI chassis with coach work by any Italian, English, French or Belgian builders selected, including complete touring equipment.

We can arrange to deliver cars in any city of Great Britain or the Continent, and will gladly secure for our patrons such necessary details as "Triptiques," international numbers and all other papers useful to Americans desirous of touring abroad.





18-25 H. P. CHASSIS

Type EC, Shaft Drive, \$3,250

Motor—Four cylinder, 85 m/m. (3.35 in.) Bore;
130 m/m. (5.12 in.) Stroke.

Cylinders—Cast “en bloc.”

Valves—Enclosed, all on same side.

Carburetor—Isotta-Zenith.

Magneto—Bosch.

Clutch—Multiple Disc, running in oil.

Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

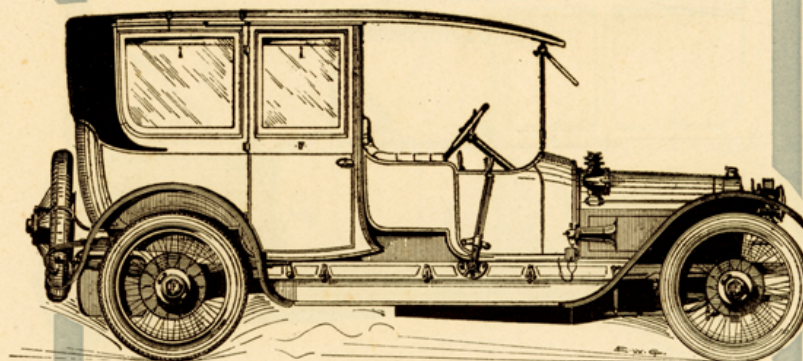
Wheel Base—Short chassis, 3.020 m. (120 in.).

Tires 815 x 105 m/m.

Long Chassis, 3.170 m. (125 in.).

Tires 820 x 120 m/m.

Refer to last page for detailed specifications



25-35 H. P. CHASSIS

Type OC, Shaft Drive, \$4,200

Type OM, Chain Drive, \$4,200

Motor—Four cylinder, 100 m/m. (3.94 in.) Bore;
140 m/m. (5.51 in.) Stroke.

Cylinders—Cast “en bloc.”

Valves—Enclosed, all on one side.

Carburetor—Isotta-Zenith.

Magneto—Bosch.

Clutch—Multiple Disc, running in oil.

Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

Wheel Base—Short Chassis 3.170 m. (125 in.).

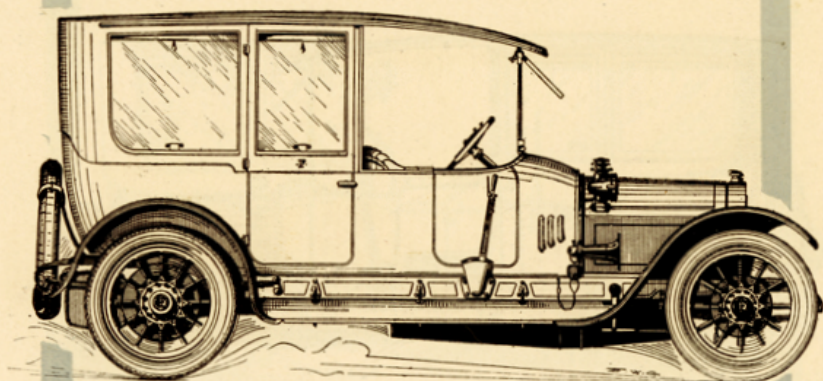
Tires 880 x 120 m/m.

Long Chassis 3.320 m. (131 in.).

Tires 880 x 120 m/m.

Refer to last page for detailed specifications





35-45 H. P. CHASSIS

Type PC, Shaft Drive, \$5,200

Type PM, Chain Drive, \$5,200

Motor—Four cylinder, 110 m/m. (4.33 in.) Bore;
160 m/m. (6.30 in.) Stroke.

Cylinders—Cast in pairs.

Valves—Enclosed, on opposite sides.

Carburetor—Isotta-Zenith.

Magneto—Bosch.

Clutch—Multiple Disc, running in oil.

Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

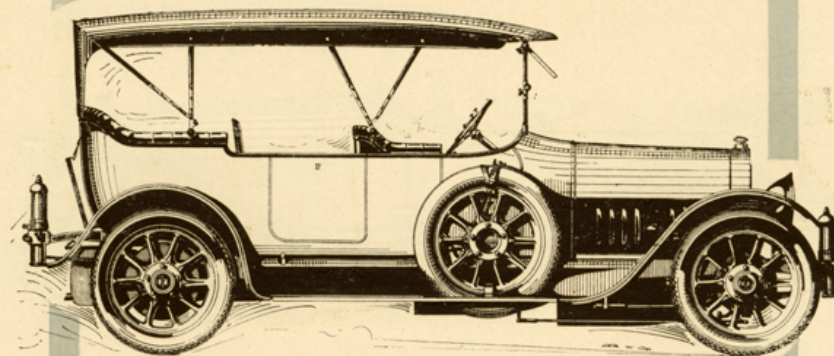
Wheel Base—Short chassis, 3.184 m. (125½ in.).

Tires 880 x 120 m/m.

Long chassis, 3.284 m. (129¼ in.).

Tires 895 x 135 m/m.

Refer to last page for detailed specifications



45-55 H. P. CHASSIS

Type PCS, Shaft Drive, \$6,000

Motor—Four cylinder, 120 m/m. (4.70 in.) Bore;
160 m/m. (6.30 in.) Stroke.

Cylinders—Cast "en bloc."

Valves—Enclosed, all on same side.

Carburetor—Isotta-Zenith.

Magneto—Bosch.

Clutch—Multiple Disc, running in oil.

Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

Wheel Base—Short chassis, 3.265 m. (129 in.).

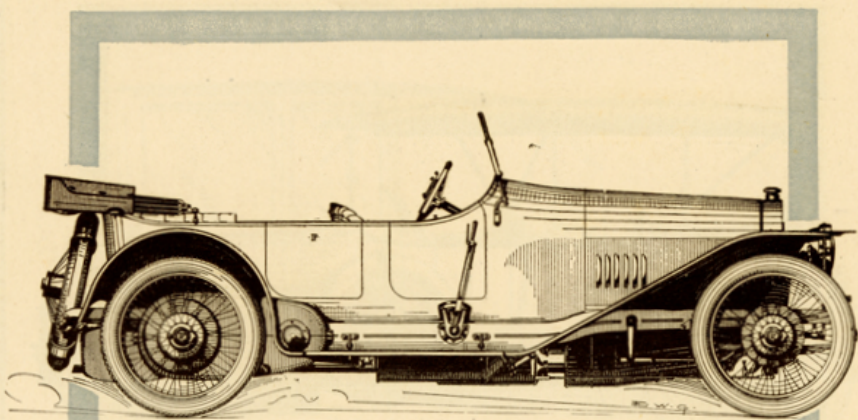
Tires 895 x 135 m/m.

Long chassis, 3.415 m. (135 in.).

Tires 895 x 135 m/m.

Refer to last page for detailed specifications





70-80 H. P. CHASSIS

Type TM, Chain Drive, \$7,200

Type TC, Shaft Drive, \$7,200

Motor—Four cylinder, 105 m/m. (4.13 in.) Bore;
180 m/m. (7.09 in.) Stroke.

Cylinders—Cast "en bloc."

Valves—Enclosed overhead, on opposite sides,
four for each cylinder, operated by overhead
enclosed cam shaft and rocker arms, running
in oil.

Carburetor—Isotta-Zenith.

Magneto—Bosch.

Clutch—Multiple Disc, running in oil.

Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

Wheel Base—Short TM chassis, 3.150 m. (124 in.).

Tires 920 x 120 m/m.

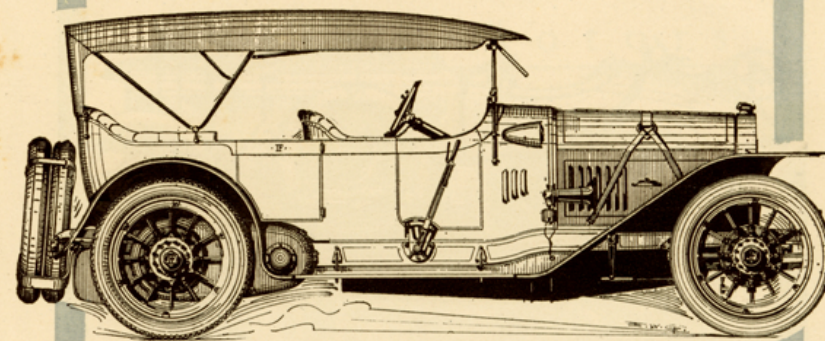
Long TM chassis, 3.300 m. (130 in.).

Tires 920 x 120 m/m.

Shaft Drive TC chassis, 3.415 m. (135 in.).

Tires 880 x 120 m/m.

Refer to last page for detailed specifications



120-130 H. P. CHASSIS

Type KM, Chain Drive, \$8,400

Motor—Four cylinder, 130 m/m. (5.12 in.) Bore;
200 m/m. (7.87 in.) Stroke.

Cylinders—Cast in pairs.

Valves—Enclosed overhead, on opposite sides,
four for each cylinder, operated by overhead
enclosed cam shaft and rocker arms, running
in oil.

Carburetor—Isotta-Zenith.

Magneto—Eisemann (Special).

Clutch—Multiple Disc, running in oil.

Brakes—Three sets, operated independently.
Service Brakes on Jack Shaft, water cooled.
Emergency Brakes—One set on front wheels,
one set on rear wheels.

Wheel Base—Short chassis, 3.150 m. (124 in.).

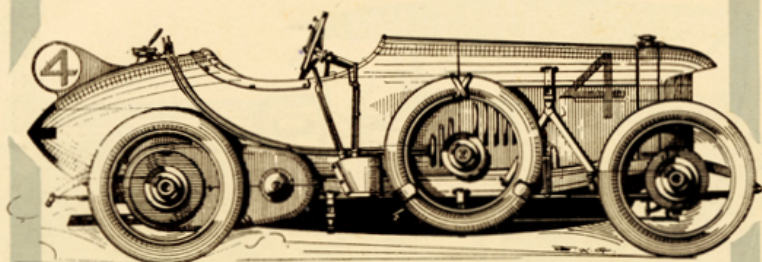
Tires 920 x 120 m/m.

Long chassis, 3.300 m. (130 in.).

Tires 935 x 135 m/m.

Refer to last page for detailed specifications





100-110 H. P. "SPECIAL" CHASSIS

Type IM, Chain Drive, \$8,400

Motor—Four cylinder, 120 m/m. (4.70 in.) Bore;
160 m/m. (6.30 in.) Stroke.

Cylinders—Cast "en bloc."

Valves—Enclosed overhead, on opposite sides,
four for each cylinder, operated by overhead
enclosed cam shaft and rocker arms, running
in oil.

Carburetor—Isotta-Zenith.

Magneto—Bosch double point.

Clutch—Multiple disc, running in oil.

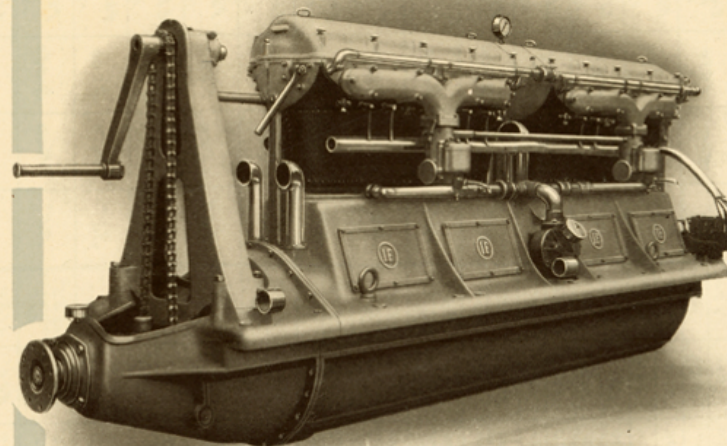
Brakes—Service Brakes on rear wheels. Emer-
gency Brakes on front wheels.

Wheel Base—2.800 m. (110 in.).
Tires 880 x 120 m/m.

Refer to last page for detailed specifications



Marine Motors



350 H. P. MARINE MOTOR

Marine Motors

Type	H. P.	Bore	Stroke	Cyl.	Magneto	Price
L1	20	85m/m 3.4 in.	130m/m 5.1 in.	4 en bloc	Bosch water- proof type	\$1700
L2	30	100m/m 4.0 in.	140m/m 4.5 in.	4 en bloc	Bosch water- proof type	\$2300
L3	50	120m/m 4.7 in.	160m/m 6.3 in.	4 en bloc	Bosch water- proof type	\$3700
L4	100	130m/m 5.1 in.	200m/m 7.9 in.	4 in pairs	Bosch water- proof type	\$6000
L5	350	150m/m 5.9 in.	250m/m 9.9 in.	8 in pairs	2 Bosch 8-cyl. magnetos	\$9000

Normal R. P. M. 1200

The above prices include special force feed, constant level, lubri-
cation system, Bosch waterproof magneto, Isotta-Zenith carbure-
tor, gear type waterpump, starting mechanism, clutch and reverse
gear, throttle and spark control levers. The clutch and reverse
gear housing is bolted to the crankcase forming an integral part
of motor. Full details upon application.



TYPE	HP	Cyl	Bore Stroke	Drive	Wheel Base.	Trend	Length	Width	BODY SPARE.			Post	APP. WEIGHT K _g	APP. WEIGHT lbs.	TIRES NET	MEMORANDA
									Length	Width	Side Extreme					
EC. Short	18/25	Block	85 1/2" 139 1/2"	SHAFT	3,020"	1400"	4,219"	16.50"	2,550"	900"	1770"	43°	940	1980	8 1/2" x 10.8"	
EC. Long	18/25	Block	85" 130"	"	3,170"	1400"	4,369"	16.50"	2,700"	900"	1930"	43°	950	2090	8 3/4" x 12.0"	
			335" 5 1/2"	"	125"	55 1/2"	172"	65"	106"	35 1/2"	76"					
OC. Short	25/35	Block	100 140"	"	3,170"	1400"	4,424"	16.80"	2,600"	900"	1830"	40°	1100	2400	8 3/4" x 12.0"	
OC. Long	25/35	Block	390 5.5"	"	3,320"	1400"	4,574"	16.80"	2,750"	900"	1980"	40°	1150	2530	8 1/2" x 12.0"	
			131"	"	131"	55 1/2"	180"	66"	108"	35 1/2"	78"					
PC. Short	35/45	PAIRS	110 160"	"	3,184"	1400"	4,381"	17.12"	2,600"	900"	1811"	41°	1230	2700	8 1/2" x 12.0"	
PC. Long	35/45	PAIRS	4.3" 6.3"	"	125"	55 1/2"	172"	67"	102"	35 1/2"	71"	41°	1280	2800	8 1/2" x 13.5"	
			110 160"	"	3,284"	1400"	4,481"	17.12"	2,700"	900"	1923"					
PCS. Short	45/55	Block	120 160"	"	3,265"	1400"	4,520"	16.80"	2,600"	900"	1815"	40°	1300	2860	8 1/2" x 13.5"	
PCS. Long	45/55	Block	4.7" 6.3"	"	129"	55 1/2"	172"	66"	102"	35 1/2"	71"	40°	1350	2970	8 1/2" x 13.5"	
			120 160"	"	3,415"	1400"	4,670"	16.80"	2,750"	900"	1975"	40°	1350	2970	8 1/2" x 13.5"	
TM. Normal	70/80	Block	105 180"	CHAIN	3,300"	1420"	4,455"	17.30"	2,600"	900"	1778"	35°	1350	2970	9 3/4" x 12.0"	
TM. Short	70/80	Block	4.1" 7.1"	"	130"	56"	176"	68"	102"	35 1/2"	70"	35°	1300	2860	9 3/4" x 12.0"	
			105 180"	"	3,150"	1420"	4,305"	17.30"	2,450"	900"	1621"	35°	1300	2860	9 3/4" x 12.0"	
TC. Normal	70/80	Block	4.1" 7.1"	SHAFT	3,415"	1420"	4,620"	16.90"	2,700"	900"	1925"	37°	1300	2860	8 1/2" x 12.0"	
KM. Normal	129/130	PAIRS	130 200"	CHAIN	3,300"	1420"	4,455"	17.30"	2,505"	900"	1693"	35°	1450	3200	9 3/4" x 13.5"	
			5.1" 7.8"	"	130"	56"	176"	68"	100"	35 1/2"	67"	35°	1400	3080	9 3/4" x 12.0"	
KM. Short	129/130	PAIRS	130 200"	"	3,150"	1420"	4,305"	17.30"	2,355"	900"	1555"	35°	1400	3080	9 3/4" x 12.0"	
			5.1" 7.8"	"	124"	56"	163"	68"	93"	35 1/2"	61"	25°	1100	2400	8 1/2" x 12.0"	
JM. Short	109/110	Block	120 160"	"	2,800"	1400"	3,956"	17.70"	2,000"	900"	1120"	25°	1100	2400	8 1/2" x 12.0"	
			4.7" 6.3"	"	110"	55 1/2"	155"	70"	79"	35 1/2"	44"					





